Table 7-1 Summary of Traffic Calming Measures

Category	Traffic Calming Device	Description	Applicability	Advantages	Disadvantages
Horizontal Deflections	Chicanes	A chicane is a channelization that causes a series of tight turns in opposite directions in an otherwise straight stretch of road	▪ A chicane may be used on local streets. ▪ It is inappropriate for use on: - Streets classified as collector of higher, - Bus routes, - Emergency response routes, - Where there is limited stopping sight distance, or - Where there is a grade that exceeds 5%	A chicane: ▪ Slows traffic, ▪ Creates opportunity for landscaping, and ▪ Tends not to divert traffic to nearby streets	A chicane may: ▪ Cause some loss of on-street parking, ▪ Increase emergency response time ▪ Impact driveways, or ▪ Affect drainage and street sweeping
	Mini Circles	A raised circular island placed in the center of an intersection	▪ A mini circle may be used on local streets with alternative access points. ▪ It is inappropriate to use on: - Streets classified as collector or higher, - Bus routes, - Emergency response route, - Where there is a grade that exceeds 5% on any approach, or - Where there is limited sight distance	A mini circle: ▪ Slows traffic on each approach, ▪ Creates landscaping opportunity, ▪ Reduces right-of-way conflict, and ▪ Tends not to divert traffic to nearby streets	A mini circle may: ▪ Impact large vehicles' turns, or ▪ Increase emergency response time
	Median Slow Points	A small median or island placed in the center of a roadway that causes traffic to shift its path to the right in order to travel around it. It may be installed on an approach to an intersection or mid-block.	▪ A median slow point may be used on two lane streets. ▪ If installed at an intersection, street should have alternative access points. ▪ It is inappropriate for usage on: - Streets classified as major or higher, or - Where there is limited stopping sight distance	A median slow point: ▪ Slows traffic, ▪ Creates pedestrian refuge area, ▪ Creates landscaping opportunity, and ▪ Tends not to divert traffic to nearby streets	A median slow point may: ▪ Cause some loss of on-street parking, or ▪ Impact large vehicles' turns when placed at intersections

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Vertical Deflections	Road Humps	Rounded raised areas placed across the road, approximately 12 feet long, 3.5 inches high, and parabolic in shape. They are most effective when used in groups spaced appropriately to discourage speeding between humps	▪ Road humps may be used on local streets. ▪ Road humps are inappropriate on: - Streets classified as collector or higher, - Emergency response routes, - Bus routes, - Where there is a grade that exceeds 5%, or - Where there is limited stopping sight distance	Road humps: ▪ Slow traffic, and ▪ Discourage short-cutting	Road humps may: ▪ Divert traffic, ▪ Increase noise, or ▪ Increase emergency response time
	Speed Table	Essentially flat-topped road humps often constructed with brick or other textured materials on the flat section. They have gentler effect on buses than road humps.	▪ A speed table may be used on local streets. ▪ It is inappropriate on: - Streets classified as collector or higher, - Emergency response routes, - Where there is a grade that exceeds 5%, or - Where there is limited stopping sight distance	A speed table: ▪ Slows traffic, and ▪ Discourages short-cutting	A speed table may: ▪ Divert traffic, ▪ Increase noise, ▪ Increase emergency response time, or ▪ Impact buses
	Raised Crosswalks	An extension of speed table where street is brought up to sidewalk level	▪ A raised crosswalk may be used on local streets. ▪ It is inappropriate on: - Streets classified as collector or higher, - Emergency response routes, - Where there is a grade that exceeds 5%, or - Where there is limited stopping sight distance	A raised crosswalk: ▪ Slows traffic, ▪ Discourages short-cutting, and ▪ Enhances pedestrian safety	A raised cross walk may: ▪ Divert traffic to nearby streets, ▪ Increase noise, ▪ Increase emergency response time, or ▪ Impact buses ▪ Require special drainage considerations

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Category	Traffic Calming Device	Description	Applicability	Advantages	Disadvantages
Intersection Pop-out	Intersection pop-out	Curb extensions that narrow the street at intersections by widening the sidewalks at the point of crossing. It can be used at an intersection to create a street gateway effect visually announcing an entrance to a neighborhood	Intersection pop-outs: ▪ May be used on: - Local streets, - Collector streets, or - Urban major streets ▪ Are inappropriate for usage on: - Major streets, or - Primary arterial streets	Intersection pop-outs: ▪ Improve pedestrian visibility, ▪ Create shorter pedestrian crossing width, and ▪ May reduce vehicle speeds	Intersection pop-outs may: ▪ Impact large vehicle turns, ▪ Impact accessibility by transit vehicles and emergency vehicles, ▪ Require parking removal,
Traffic Diverters	Semi-diverters	A barrier placed at the end of a block that prevents entrance by blocking traffic in one direction of a street and allows exit by permitting traffic in the opposite direction to pass through. It includes provisions for emergency vehicles and continuation of pedestrian or bicycle routing.	A semi-diverter: ▪ May be used on low volume local residential streets ▪ Is inappropriate for usage on: - Emergency response routes - Bus routes, or - Streets classified as collector or higher	A semi-diverter: ▪ Reduces cut-through traffic, ▪ Reduces pedestrian crossing widths, and ▪ Creates opportunity for landscaping	A semi-diverter may: ▪ Divert traffic to other low volume streets, ▪ Increase trip lengths, ▪ Cause loss of parking, ▪ Increase emergency response time, or
	Diagonal Diverters	A barrier placed diagonally across an intersection to convert the intersection into two unconnected streets. It includes provisions for continuation of pedestrian or bicycle routing.	A diagonal diverter: ▪ May be used on low volume local residential streets ▪ Is inappropriate for usage on: - Emergency response routes, - Bus routes, - Streets classified as collector or higher, - Where there is limited sight distance, or - Where there is a grade that exceeds 5%	A diagonal diverter: ▪ Reduces cut-through motorized vehicle traffic, ▪ Reduces vehicle conflicts, and ▪ Creates opportunity for landscaping	A diagonal diverter may: ▪ Divert traffic to other low volume streets, ▪ Increase trip lengths, ▪ Cause loss of parking, ▪ Increase emergency response time, or ▪ Require increased maintenance

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Channelization	Regulatory signs, markings, landscaping, or raised islands aimed at motorized, non-motorized, or pedestrian traffic	Channelization may be achieved through right-of-way controls at intersections, controls affecting or restricting the direction or speed of traffic, or design features that physically restrict the movement of traffic	Channelization is site specific and should be evaluated on a case-by-case basis	Channelization may be designed to: ▪ Prevent cut-through traffic ▪ Reduce speed ▪ Create opportunity for landscaping, ▪ Control turning traffic in/out of a neighborhood, or ▪ Physically control pedestrian movements	Channelization may: ▪ Increase trip lengths ▪ Impact emergency response time, or ▪ Impact accessibility

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